

# 2013

## Proceedings of Training on Sustainable Urban Transport (SUT)

### Training on Sustainable Urban Transport (SUT)

28-29<sup>th</sup> October 2013

Kathmandu, Nepal



*Cities for People*



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Clean Energy Nepal

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## Introduction of SUT Training

Clean Energy Nepal (CEN), Ministry of Physical Infrastructures and Transport (MoPIT) and UN-Habitat Nepal organized two day training course on “Sustainable Urban Transport (SUT)” in partnership with German International Cooperation-Sustainable Urban Transport Project (GIZ-SUTP) and Asian Development Bank (ADB), in Kathmandu from 28 to 29<sup>th</sup> October, 2013.

The training course was organized to enhance the capacity of local decision makers and urban planners to formulate and implement appropriate policies that contribute to sustainable urban transport. The course familiarized participants with contemporary approaches regarding land-use and transport planning, improved public and non-motorized transport, environmental protection, road safety and Transport Demand Management (TDM). The program discussed the international best practices, challenges, way ahead for improving urban transport system in Nepal.

Around 60 participants from national and local governmental agencies, non-governmental agencies, development agencies, private sectors including transport associations and media personnel participated in the training program. The major governmental agencies participated in the training are Ministry of Physical Infrastructure and Transport, Department of Roads, Department of Transport Management (DoTM), Kathmandu Valley Development Authority (KVDA), Department of Urban Development and Building Construction, Metropolitan Traffic Division, Kathmandu Metropolitan City, Bhaktapur Municipality etc.

## Proceedings- Day 1 (28<sup>th</sup> October 2013)

### Session I: Press Briefing and Opening Session

Press briefing was organized to inform media about the SUT training and raise the issue of sustainable urban mobility, which was then followed by the formal opening of the training program. Around 10 media persons attended the press briefing and opening of the training program. **Mr. Bhushan Tuladhar**, Regional Technical Advisor-South Asia, UN-Habitat briefly highlighted the objective of the training. **Ms. Anjila Manandhar** from Clean Energy Nepal/Clean Air Network Nepal (CEN/CAN) welcomed distinguished guests and all the participants on behalf of the organizers.

Mr. Tuladhar gave an overview of urban transport system in Kathmandu Valley (KV). Appreciating the hard work of the traffic police in significantly bringing down the accident figures over the years, he said “everyone deserves safer mobility in the city”. “We have a saying that the river even returns in 12 years time, coincidentally, it took 12 years for the revival of *Sajha Yatayat* and to build cycle track in Tinkune-Maitighar road stretch which is one the good thing we have today”, he added.

**Mr. Tulasi Prasad Sitaula**, Secretary of Ministry of Physical Infrastructures and Transport (MoPIT) gave opening remarks highlighting on the importance of such training to achieve the vision of efficient mobility in our city and make the city more livable. "We need to do more to improve the urban mobility in Kathmandu, he said. "Such training is important and will help us to learn and achieve more from international experiences and make our cities more livable", he added. He also briefly highlighted the activities that MoPIT is doing on urban mobility including road widening and Kathmandu Sustainable Urban Transport Project.



1 Opening remarks by Secretary of MoPIT, Mr. Tulasi Sitaula

**Mr. Sudarshan Dhakal**, Director General, Department of Transport Management highlighted the need and urgency of such kinds of training for capacity building and to identify and overcome the challenges that exists in sustainable urban transport. He wished for success of the training and expected to have collaborative efforts from all stakeholders.



2 Opening remarks by DG of DOTM, Mr. Sudarshan Dhakal

**Mr. Yogeshwar Krishna Parajuli**, Director, Kathmandu Valley Development Authority (KVDA) also shared experiences, and that urban transport is one major component of the newly formed KVDA. “Owning a private vehicle is what we believe as a standard and this thought should be changed”, he said.



3 Opening Remarks by Director of KVDA, Mr. Yogeshwar Krishna Parajuli

**Mr. Andri Heriawana**, ADB shared his pleasure to be in the training program. He clarified the need of this project on in Kathmandu and also in Asian cities to improve the public transport system and reduce its adverse impacts on the environment and climate change. “We like to make it happen in the ground than to dream of flying high”, he said indicating the significance of KSUT project.



4 Opening remarks by Mr. Andre Heriawana, ADB

The opening session was then followed by introductory session.

## Session II: Technical Session

### Presentation 1: Current Trend in Urban Transport - Mr. Manfred Breithaupt, Project Director, GIZ-SUTP

Mr. Manfred shared his views and observation on urban transport system in Kathmandu Valley. He discussed about the current trends in urban transport in general perspectives of Kathmandu in particular. “The first priority should be given to walking and cycling, and public transport over privatize vehicles”, he said. “Cycling is not a poor man’s mobility, it’s for smart people”, he said emphasizing the role of cycling. He said that the leadership is most crucial for success of any plans. “World’s best systems were developed with high levels of political support and with strong political will”, he added. Some of the key points he shared were:



- ❖ Cycling, rickshaw and walking is popular among all people and it needs to be promoted and preserved.
- ❖ Stringent emission standards should be introduced to control vehicular emissions.
- ❖ Crowded buses in every routes means the number of busses are insufficient and also the routes are overlapped and mismanaged. It's urgent to improve PT in the valley.
- ❖ Pedestrianization in the inner core of Bhaktapur and operation of electric tempos are marvelous.
- ❖ Providing separate lanes for public buses in the existing system will help to improve PT.
- ❖ Kathmandu is a beautiful city but pollution is challenge in developing cities like Kathmandu. It will be even challenging with the current trend of vehicle use, and it is more likely that the present figures will be doubled in next 5 and half years".
- ❖ Exemplifying Vienna as one of the most walkable cities, he said that richer cities are those which are less motorized.



5 Presentation by Mr. Manfred Breithaupt, GIZ-SUTP

**Presentation 2: Integrating Land Use and Transport Planning - Mr. N. Seshadri, Land-Use Planning Expert, GIZ-SUTP and Vice president, Urban Mass Transit Company Limited**

"Land use planning and transport planning should go hand in hand", said Mr. Seshadri in his presentation. He discussed the paradox of transport development- "as other sector such as health and education improves with increasing economic growth; however transport is unique as it worsens with increasing income of people". There are challenges that appear due to economic growth and urban sprawl, he said. "Road widening to reduce traffic congestion in the cities is like buying bigger and bigger pants to accommodate your growing belly... widening roads is not a wise solution of traffic congestion", he insisted. " The real solution lies in reducing the size of your belly- which means we need to reduce the

need of car travel by integrating transport and land use planning', he said. Kathmandu is not far behind the planning failure if the land use planning is not integrated in transport policies. Economic growth, urban sprawl, climate change, road safety, energy consumptions are some of the challenges of urban transport. Though Kathmandu has mixed land use, the transport management is still fragile. So, every aspects of urban mobility should be considered with priority to walking, cycling and PT over privatized vehicles.

He also discussed about the Transit Oriented Development (TOD) and said that the feeder routes and arterial roads should be well-planned in advance. He briefly described the 5D's of TOD which are: Density, Diversity, Design, Destinations and Distance to transit service and their importance in successful land-use planning and TOD. He said that traditional approach of urban transport management has already failed.

#### **Q&A with Mr. Seshadri:**

**Q:** Based on the experience of Bangalore, how should Kathmandu Grow?

**A:** Though Bangalore is also called as a city of garden, there are lots of issues unanswered. The streets in Bangalore are not wide enough and also the green belt on the sideways makes it even congested. But a good point is that it is already connected with metro system. Based on the experiences from Bangalore, building a metro is not a viable option for at least next 20 years in Kathmandu. He asked if or not the central two lanes on the newly constructed roads in Kathmandu can be designated for public buses. He concluded his presentation putting stress on effective policies and decisions, and the need of traffic engineering in transport sector.

**Q:** In Nepal, we lack policy and we would say that we don't have policy on TOD and no city is complete without PT. What do you suggest to people here that Nepal should adopt?

**A:** Unless some of the policies are introduced, it's unlikely that we can suggest any things.





6 Mr. N. Seshadri delivering presentation on Land Use and Transport Planning

### **Presentation 3: Transport Demand Management (TDM) - Mr. Manfred Breithaupt, Project Director, GIZ-SUTP**

“A city that is walkable and accessible must have a good transport demand management system”, he stated. In his presentation, he shared about the 'Push and Pull' approach for successful SUT development where TDM is vital in creating high performance and cost effective transportation system. How much of the “push” (getting people out of their cars) and the “pull” (getting people into public transport and NMT) will be applied depends on the financial resources of a given city, but even more on the will and leadership of the mayor or the city council”. He highlighted the importance of communication in a successful planning and implementation of suitable transportation system for the city, exemplifying the failure of Bus Rapid Transit (BRT) in Delhi because of lack of proper communication and public involvement. “Public transport should be designed around customer, not around the technology”, he insisted. SPACE (Safety, Priority, Accessibility, Comfort and Enjoyable) should be considered in advance in planning and selecting proper PT systems.

#### **Q&A with Manfred Breithaupt:**

**Q:** We discussed a lot about metro, but what about Tram? Is it suitable option for Nepal?

**A:** Mr. Manfred: It's quite expensive to construct a Tram. So, bus system is better option in case of Nepal.

**Q:** Which kind of ownership will be better for public bus system?

A: Comparing with the economic viability, publicly owned and operated system offers higher services and competency.

Q: In case of Kathmandu, who should be responsible for conducting TDM?

A: DoTM should be responsible in principle but DoTM doesn't have any policies and regulations regarding TDM. Though we are in the process of drafting the TDM, there are no any authorities as yet to handle these issues.

#### **Presentation 4: Non-Motorized Transport (NMT) - Mr. Manfred Breithaupt, Project Director, GIZ-SUTP**

Mr. Manfred shared about the benefits of NMT over motorized transport with some facts and data from various countries. "30 minutes/day of cycling reduces obesity by 50%", he said. Less use of urban space and great efficiency, improved health status, less dependency on fossil fuels are some of the benefits of NMT. In the Netherlands, approximately 30% of people travel on bicycle and 55% of them are women, he said. Bicycle is serving as many functions for many people. "Only in the developing countries cycling is perceived as a mode of mobility of poor people", he said. "If the people in your country are very poor, why do you spend so much money to construct road where people can hardly afford to ride cars", he said, sharing experiences from Bogota on improving mobility in poor neighborhoods.

During the discussion, the participants suggested including rickshaws that are being used for waste management in urban transport planning, and efficient technology and suitable modifications should be identified for its effectiveness.

#### **Presentation 5: NMT System in Nepal: Opportunities and Challenges- Mr. Bhushan Tuladhar, Regional Technical Advisor-South Asia, UN-Habitat**

Mr. Tuladhar briefly highlighted the existing scenario of walking and cycling in Kathmandu Valley, and its opportunities/challenges. "We still do have a cycling culture, but it's declining... provided the proper infrastructures and amenities, the share of cycling will increase the current travel mode share back to 6.6% (travel mode share in 1991)", he said. He said that cyclists are the most vulnerable road users recalling the death of conservationist Dr. Prahlad Yonzon on cycle accident.



7 Mr. Bhushan Tuladhar delivering presentation NMT system in Nepal

### **Session III: Group Exercise- Non-motorized Transport System**

The participants were divided into five groups and visited Thapathali-Maitighar-Babarmahal road stretch to observe and assess the walking and cycling facilities in both old and newly constructed road stretches. Participants were asked to rate the NMT facilities from 1 (worst) to 5 (best) based on their observation and assessment. They were also asked to discuss among the group members and come up with proposition to improve the facilities for pedestrians and cyclists.



8 Participants' field observation on NMT facilities

The field visited was followed by the group discussion and preparation of the presentation for 2<sup>nd</sup> day of training.

## **Proceedings: Day 2 (29<sup>th</sup> October 2013)**

### **Session I: Review and Group Presentation**

The five different groups made presentations from the observation and assessment of NMT system they did on the first day of training. None of the given components on pedestrian and cycling facilities or amenities were ranked five i.e. the best. Most of the elements were ranked either one or two, which means the pedestrian and cycling facilities are poor and needs improvement. It depicts that the roads in Kathmandu are not walkable or safe for pedestrian. The groups made various proposition to improve the walking and cycling facilities from wider sidewalks, street lights, traffic lights, disabled friendly infrastructures, signage etc.



9 Group work presentation



10 Group work presentation

## Session II: Technical Session

### Presentation 1: Public Transport and its Role towards Achieving SUT - Mr. N.Seshadri

During the presentation, he discussed the importance of efficient public transportation in the city. He discussed various problems associated with PT infrastructure and services, and focused on the needs to address those problems. In Kathmandu Valley only, 28% of people use PT whereas 41% of people make trips on foot. “Route duplication and overlapping is one major problem in Kathmandu”, he highlighted. “Some other problems observed in Kathmandu’s PT are inefficient vehicle types and inappropriate bus terminal location as in Central Business District”, he said.

Mr. Seshadri also discussed on the different mode of mass transit, and approaches for selecting proper mass transit systems. “Provision of Passenger Information System (PIS), Automated Vehicle Location (AVL) and Electric Fare Collection (EFC) will certainly improve the PT systems and makes it more convenient and effective”, he said. This is a part of marketing and promotion of PT which is very



11 N. Seshadri delivering presentation on PT



important for its successful operation. He advised policy makers to accommodate public buses in the widened road not the cars.

He suggested shifting the Old Bus Park outside Ringroad in order to reduce traffic congestion in the city core areas. He also suggested introduction of fare integration in PT system which allows people to travel easily and get to destinations with a single ticket from the origin.

**Presentation 2: Kathmandu Sustainable Urban Transport Project (KSUTP) - Mr. Andri, Heriawana, Transport Specialist, ADB**

Mr. Andri shared the ADB's Sustainable Urban Transport Strategy Initiative by 2020 that was approved in 2008, and said KSUTP is one of the ongoing projects in South Asia along with some other projects. "Improper transport management and rapid motorization have impacts on climate change", he said. He also highlighted various components of KSUTP including urban core areas pedestrianization activity. He also presented activities for route restructuring and strengthening of DoTM.



12 Mr. Andre delivering presentation on KSUTP

**Presentation 3: Restructuring the Public transport- Mr. David J. Ingham, Public Transport Specialist**

Mr. David J. Ingham discussed about PT restructuring component under the KSUTP. He said that small and low capacity vehicles are being used in wide roads with high passenger flow, whereas bigger vehicles are also used in smaller roads with fewer passengers volume. This is ineffective and increases



vehicular speed leading to increased accidents rate due to unfair competition between larger and smaller vehicles. He also suggested constructing new bus terminal at Koteshwor. "PT system should simply be designed to meet the passenger's demand with possibility of route extension and that is what we have planned in KSUTP project", he said.

In an issue raised if marketing and promotion has been considered in KSUTP, Mr. David said that it has been incorporated and is a major component of successful PT system. "Not only that the design and implementation were done by local consultants and it was important to address social issues and conflicts for the sustainability", he said.



13 Mr. Daivid Ingham delivering presentation on route restructuring

#### **Presentation 4: Kathmandu Valley Development Authority- Mr. Maheshwar Krishna Parajuli, Director, KVDA**

Mr. Parajuli shared the mandates and responsibilities of the newly formed KVDA. He said that it might take awhile to adjust and to achieve the goals of KVDA. He shared the bitter truth of weak coordination and communication lapses between different agencies, and highlighted the need for interagency coordination.

#### **Q&A with Mr. Parajuli:**

Q: Reasons for poor coordination and communication?

A: Mr. Parajuli responded that inter-agency coordination lacking is obvious. As there are a number of agencies involved like Nepal Electricity Authority (NEA), Kathmandu Upatyaka Khanepani Limited (KUKL) etc and every authority have their own priorities. “But the coordination and communication must be overcome to have effective plans and policies”, he insisted.

Q: KSUTP and JICA are working in same sector with different perspectives. Will it contradict each other?

A: KSUTP is quite a small project as compared to JICA project. Though they are working in same sector of transportation management, there is less likely to have contradictions as KSUTP is being only implemented in a small area while JICA covers broader areas such as Transport Master Plan. And also there is coordination and communication as well.



14 Director of KVDA introducing the roles and plans of the organization

### Session III: Group Exercise- Public Transportation

The presentation was followed by the group exercise on the selection of best routes in Kathmandu Valley for introducing new bus system, identification of problems and assessment of infrastructures required for the efficient bus system. The groups were handed the various proposed primary routes of Kathmandu Valley and were asked to select the best routes and best mode of mass transit with justifications. After the group discussion, the group presented their views on the selection of best routes and mode of transport.



15 Group work on PT exercise



16 Mr. Bhushan Tuladhar facilitating the session

## **Presentation 7: Urban Transport, Environment and Public Health – Mr. Vedant Goyal, Project Officer, GIZ-SUTP**

Mr. Vedant delivered presentation on 'Urban Transport, Environment and Public Health' highlighting the different environmental and public health problems associated with the motorization. "Transport sector emits 27% of total GHGs emission. Improving public transport system and promoting walking and cycling are very crucial to curb local air pollution, and to fight global climate change problem", he said. Highlighting the increasing road accident cases due to motorization, he said that road accident will be the fifth cause for death in the world by 2030.

He highlighted that urban transport has been of global concern as it is now ranked as one of the top five sectors of highest fatalities annually. And Nepal is more vulnerable to road fatalities as compared to many other countries. "Nepal is 17% more vulnerable to road fatalities as compared to Germany though Nepal have only 1.2 million vehicles compared to 40 million vehicles in Germany", he presented. He suggested areas of improvement of environment and public health status and summarized them as 4E: Engineering, Enforcement, Emergency Response and Education.

### **Q&A with Mr. Vedant:**

Q: Can Nepal shift to Compressed Natural Gas (CNG)?

A: Unless continuous supply of CNG is ensured, CNG is not a better option. Also there are some limitations in pricing. If the price of diesel and CNG are similar, why should one opt to use CNG when diesel supply is substantial? Also using CNG has some drawbacks in terms of storage, transport and supply system. SO, CNG is not a viable option for Nepal.

Mr. Tuladhar added that the research was done for feasibility of CNG and were found economically unviable for Nepal.

## **Presentation 8: Parking Management - Mr. N.Seshadri and Mr. Bhushan Tuladhar**

"Parking is a problem everywhere. Parking strategies are sometimes tricky and conflicting. Parking should be considered as a commodity, not as right", Mr. Seshadri said. With a good parking management in Paris, private vehicles were reduced by 5% and that share was shifted to bicycles. He also shared some effective parking management strategies.

## **Session IV: Discussion on Pedestrianization of Thamel**

**Mr. Tuladhar** facilitated the discussion and provided the overview of pedestrianization and associated issues in Thamel area. He asked the participants to discuss whether Thamel should be made vehicle free zone and the possible approaches to make it happen.

All the participants showed their interest in making Thamel a vehicle free zone. “Mixed opinions were there while surveyed in Thamel area from the local residents, business sectors but 100% of the tourists surveyed said that they will love to have Thamel a vehicle free”, said Ms. Kamana Manandhar who has been working in Thamel pedestrianization issue. Mr. PS Joshi, Program Manager, UN-Habitat Nepal, briefly explained the potential strategies and challenges on pedestrianization of Thamel. During the discussion, all the participants have agreed that the urban core areas should be made pedestrian-friendly. Mr. Andri also insisted that Thamel should be vehicle free and it would be a great example for us as well.

## Session V: Closing remarks

**Mr. Andri Heriawana, ADB** awarded certificates and distributed resource materials to the participants and **Mr. Tuladhar** delivered closing remarks and vote of thanks for all the participants. He shared his pleasure of having successfully completion the training course and good coordination between all the organizers. "The training was very informative, interactive and fruitful and has achieved its goal in enhancing the capacity of local decision makers and all the related stakeholders", he said. He especially thanked the participants, organizers, and GIZ-SUTP for providing the technical experts for the training.

## Conclusion

The training program was successful in providing insights and train wider stakeholders on various issues related to sustainable urban transportation. The program was very informative, interactive and participatory. About 60 decision makers and stakeholders from different government agencies, non-governmental organizations, private sectors, transport Associations, researchers, practitioners, media, academia and research institutions attended the training. They were benefitted from learning and sharing the experiences from various countries on the issues of SUT, accessibility and mobility, TDM, TOD, PT and parking management, approaches of selecting proper transport system etc.

The program also enhanced knowledge on SUT issues, informed best practices from around the world and promoted collaboration amongst wider stakeholders. The program identified gaps and challenges in the transport sector, and the discussion sessions brought all the stakeholders to openly discuss possible solutions to the challenges or problems. The sharing of best practices from around the world on various issues gave a clear understanding on the practical implementation of the solutions on these issues. The presentations by international experts were also very helpful to inform and aware the stakeholders SUT issues including policy issues in the country.

**SUT training news updates:**

1st Day: <http://cen.org.np/maya/?p=55>

2nd Day: <http://cen.org.np/maya/?p=66>

**To download all presentations:**

<https://drive.google.com/folderview?id=0B1RPsVjLpkO5OEJtQWZxbVEtQTA&usp=sharing>



## Annexes

### Annex I: Attendees of the SUT Training

SN	Name	Organization	Contact No.	Email Address	Day 1	Day 2
1	Tulasi Prasad Sitaula	Ministry of Physical Infrastructures and Transport (MoPIT)			X	
2	Nabin Kumar Pokhrel	Ministry of Physical Infrastructures and Transport (MoPIT)	9851198164	nkpokharel@gmail.com	X	X
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5	Manish Kumar Shah	Kathmandu Valley Road Expansion Project	9851177778	<a href="mailto:manish@dor.gov.np">manish@dor.gov.np</a>	X	X
6	Sharad Adikari	Department of Transport Management	9851081781	<a href="mailto:sharad_abu@hotmail.com">sharad_abu@hotmail.com</a>	X	X
7	Sudarshan Dhakal	Department of Transport Management	9851141059	Sud_dhakal@yahoo.com	X	X
8	Arjun Kumaar Chaudhary	Department of Transport Management	9852046542	Arjun_engineer123@yahoo.com	X	X
9	Anoj Ghimire	Department of Transport Management	9851105948	<a href="mailto:anojghimire@yahoo.com">anojghimire@yahoo.com</a>	X	X
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11	Gopal Bhattarai	Department of Urban Development and Building Construction	9851153128	engbhath@gmail.com	X	X
12	Hari Bahadur Suwal	Bhaktapur Municipality			X	X
13	Krishna Bhola Maharjan	Kirtipiu Municipality	9841234423	krishnabholamaharjan@hotmail.c	X	X

				om		
14	Subash Ghimire	Kathmandu University	9841797156	<a href="mailto:Subash_ghimire@ku.edu.np">Subash_ghimire@ku.edu.np</a>	X	X
15	Dr. Chandra Shrestha	Nepal Engineering College	9841298970	<a href="mailto:c-shrestha@ntd.com">c-shrestha@ntd.com</a>	X	X
16	Mr. Anil Marsani	Advanced College of Engineering			X	X
17	Padam Lal Maharjan	Sajha Yatayat	9851091241	<a href="mailto:Eo.sajhayatayat@gmail.com">Eo.sajhayatayat@gmail.com</a>	X	X
18	Mahendra Pandey	Sajha Yatayat	9841360392	<a href="mailto:mahendragg@hotmail.com">mahendragg@hotmail.com</a>	X	X
19	Yogesg Shakya	CIUD	9843203357	<a href="mailto:shakyayoges@gmail.com">shakyayoges@gmail.com</a>	X	X
20	Shail Shrestha	Kathmandu Cycle City	9803276895	<a href="mailto:Stha.shail1@gmail.com">Stha.shail1@gmail.com</a>	X	X
21	Sailendra Dangol	Kathmandu Cycle City	9841245802	<a href="mailto:Sailendra.dangol@gmail.com">Sailendra.dangol@gmail.com</a>	X	X
22	Poonam Tamang	Kathmandu Cycle City	9841168246	<a href="mailto:tmgpoonam@gmail.com">tmgpoonam@gmail.com</a>	X	X
23	Bidya Banmali Pradhan	ICIMOD	9851018805	<a href="mailto:bbanmali@icimod.org">bbanmali@icimod.org</a>	X	
24	Dr. Vanisa Surapipith	ICIMOD		<a href="mailto:vsurapipith@icimod.org">vsurapipith@icimod.org</a>	X	
25	Kishor Jha	Regional & Urban Planning Society of Nepal	9851025600	<a href="mailto:Kriha_multinepal@yahoo.com">Kriha_multinepal@yahoo.com</a>	X	X
26	Rabindra Dawadi	Regional & Urban Planning Society of Nepal	9851118495	<a href="mailto:rabindradawad@gmail.com">rabindradawad@gmail.com</a>	X	X
27	Chada Raj Dhakal	Nepal Engineers Association	9851192599	<a href="mailto:Ercrdhakal25@yahoo.com">Ercrdhakal25@yahoo.com</a>	X	X
28	Juju kaji Maharjan		9851050299	<a href="mailto:kajijuju@hotmail.com">kajijuju@hotmail.com</a>	X	X
29	Shivani Pokhrel	MSc Urban Planning, IOE	9841015604	<a href="mailto:pokharelshivani@gmail.com">pokharelshivani@gmail.com</a>	X	X
30	Hemanta Tiwari	MSc in Transportation Engineering at IOE, Pulchowk Campus	9841512244	<a href="mailto:Hemu.ioe@gmail.com">Hemu.ioe@gmail.com</a>	X	X
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35	Bibha Rana	Traffic Police	9813176681	<a href="mailto:birana@yahoo.com">birana@yahoo.com</a>	X	X
36	Naresh K Shrestha	NTDRC	9841397885	<a href="mailto:Snatesh129@gmail.com">Snatesh129@gmail.com</a>	X	X

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39	Ramchandra Neupane		9841506070	Rcneupane50@gmail.com	X	X
40	Padma Khadka	IOE	9841305745	<a href="mailto:padma.ioe@gmail.com">padma.ioe@gmail.com</a>	X	X
41	Ballav Mani Gautam	KMC	9851051914	gautamballav@hotmail.com	X	X
42	Padma Lal Gautam	TDF	984126994	Pgautam1231@gmail.com	X	X
43	Nimesh Regmi	NEFEJ		nimeshregmi@yahoo.com	X	
44	Santosh K Gupta	NTDRC	9851122393	skumgupta@yahoo.com	X	
45	Naresh Pradhan	ADB		npradhan@adb.org	X	X
46	Andri Heriwon	ADB			X	X
47	Rudra Mani Ghimire	IOE	9851139295	ghimire.rudra@gmail.com	X	X
48	Ramhari Phuyal	KMC	9851042074	Designer.nb@gmail.com	X	X
49	Y. K. Parajuli	KUDA	9851021978	ykparajul@hotmail.com	X	X
50	Kamana Manandhar	RECPHEC	9841249364		X	X
51	T. Pandey	MoPPT	9841275687		X	X
52	Bijay Bahadur Swor	Madhyapur Thimi	9841205311	sthraw@yahoo.com	X	X
53	Sageeta Singh	IOE	9851002150	singh.sangeeta36@gmail.com	X	X
54	Narahari Balami		9851099476			X
55	H.B. Chhetri	TDI	9851087393		X	X
56	David Ingham	KSUTP		david.j.ingham@gmail.com		X

## Annex II: List of Media Participants

SN	Name	Organization	Contact No.	Email
1	Pitambar Sigdel	Annapurna Post	9851004877	<a href="mailto:pitam200@gmail.com">pitam200@gmail.com</a>
2	Ranjana PaudelBhikuti Rai	TTV	9841487199	<a href="mailto:ranjanapaudel@gmail.com">ranjanapaudel@gmail.com</a>
3	Bhikuti Rai	Nepali Radio	5005601	
4	Prabin Dhakal	Nagarik Daily	9841696691	<a href="mailto:dhakalprabin@gmail.com">dhakalprabin@gmail.com</a>
5	Ramesh Shrestha	The Kathmandu Post	9841271695	<a href="mailto:neprs@yahoo.com">neprs@yahoo.com</a>
6	Samyam Shrestha	ECS Media	9849220544	<a href="mailto:sh.samyam@gmail.com">sh.samyam@gmail.com</a>
7	Rabin	Purba Jagaran		
8	Radhika	Saptahik	9841130591	<a href="mailto:radhika@gmail.com">radhika@gmail.com</a>
9	Raju Shrestha	NTV	9841448437	
10	Dipesh Chandranami	NTV	9851061620	
11	Sabin Sharma	Rajdhani Daily	9851000699	
12	Sharad Bhandary	National News Agency	9849325714	<a href="mailto:sharadchanra@gmail.com">sharadchanra@gmail.com</a>

## Annex III: Training Agendas

Sr. No	Time	Topics	Proposed Faculty
<b>Day 1</b>			
	8.30 – 9.00	<b>Registration</b>	
1	9:00 – 9:30	<b>Opening Session</b>	
2	9.30 - 10.30am	<b>Current Trend in Urban Transport</b>	Manfred Breithaupt
3	10.30 - 11.30am	<b>Integrating Land use and Transport</b>	N. Seshadri
4	11.45 - 1pm	<b>Transportation Demand Management (TDM)</b>	Manfred Breithaupt

<b>Sr. No</b>	<b>Time</b>	<b>Topics</b>	<b>Proposed Faculty</b>
5	2 - 3.30	<b>Non-motorized transport (NMT)</b>	Manfred Breithaupt
6	3.30 - 5.00	<b>SUT Exercise</b>	N. Seshadri and Vedant Goyal
<b>Day 2</b>			
6	9.30 - 10.30 am	<b>Urban Transport, Environment and Public Health</b>	Vedant Goyal
7	10.45 - 11.30 am	<b>Public Transport and its role towards achieving SUT</b>	N. Seshadri
8	11.30 - 1 pm	<b>Kathmandu Sustainable Urban Transport Project (KSUT)</b>	ADB
9	2 - 3 pm	<b>Exercise – SajhdaYatayat in Kathmandu City</b>	UN-Habitat, CEN
10	3.30 –4.30 pm	<b>Parking Management</b>	N. Seshadri and Bhushan
11	4.30 – 5pm	<b>Discussion and Wrap-Up</b>	UN-Habitat

## Annex IV: Media Coverage

Separate Lanes for Public Transport Urged, The Kathmandu Post, 29 October 2013

<http://www.kantipuronline.com/2013/10/29/business/separate-lanes-for-public-transport-vehicles-urged/380020.html>

### Separate lanes for public transport vehicles urged

(2 Votes)

Post Report

KATHMANDU, OCT 29 -

Experts have urged the [government](#) to promote public transport and create separate lanes for such vehicles on the city's roads. The recommendation follows growing public concern over traffic management and air pollution.

The number of private vehicles in the country has grown significantly, but public transport is still the main mode of mobility for many people. "Dedicated lanes for public transport is a must," said Manfred Breithaupt, project director, GIZ-Sustainable Urban Transport Project, while addressing a training programme on sustainable urban transport.

A separate lane for public vehicles will help to make transport services safe, reliable and effective. Manfred stressed the need to encourage people to switch from private vehicles to public transport besides promoting bicycles. He said that cycles were for the people, not the poor, as they are good for health, economy and environment.

As of the last fiscal year, there were 1.5 million vehicles registered nationwide. An estimated 35,000 mini buses and buses provide public transport services in the country. Participants said that the [government](#) should be serious about controlling air pollution and the growing number of vehicles.

#### Related News

- Nov 18 2013  
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- Nov 12 2013  
Judicial Council recommends justices for CA court
- Nov 11 2013  
Fair price shops to run for 3 more weeks

Readiness to Formulate Urban Road Standard, Nagarik News, 29 October 2013

<http://www.nagariknews.com/society/nation/story/9284>



## सहरी सडक मापदण्ड बनाउने तयारी

20 Oct 2013 | 11:11am | मङ्गलबारे ११ कर्मिण, ११०० | मासिक: DBQLE\_COMMENTS

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काठमाडौँ — काठमाडौँ उपत्यकालगायत देशक सहरी क्षेत्रमा बढ्दै गएको सवारी आवागमनको समस्या समाधान गर्न उद्देश्यले सरोकारवाला सहरी सडक मापदण्ड बनाउने तयारी गरिरहेका छन्।

सहरीकरणसँगै सहरी क्षेत्रमा सवारी आवागमनमा देखा परेको समस्याको वैज्ञानिक ढंगले व्यवस्थापन गर्न राजधानीमा आयोजित 'दिगो हिरी यातयात व्यवस्थापन' विषयक कार्यक्रममा सहरी सडक मापदण्ड बनाउन जोड दिइएको हो।

### समाज

हतिवार सहित २६ युवा पक्राउ

दाङ - दाङमा हतिवार सहित २६ युवा पक्राउ परेका छन्।  
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काठमाडौँ - काठमाडौँको काठमाडौँ जलविद्युत विकास कम्पनि गठ्ठी  
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